

A Chapter of the North American MGB Register
A Zone of the Vintage Triumph Register

BRITISH MOTOR CLUB of UTAH

www.BMCUTAH.org

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Morris March!

Gentlemen/Ladies, start your engines! The British Motor Club of Utah had their first event of the year with over 50 members attending the Potluck and Planning Dinner. The officers agreed to continue in their positions and were unanimously accepted by the membership along with two positions receiving new people: Membership Director is now Dennis Walkingshaw, replacing Paul Jaroch and the Newsletter will now be edited by Nghia Nguyen taking over for the retiring, Rob Foye.

On February 17th Rich Weyland graciously hosted a tech day and over 15 members showed up to assist with replacing the differential on Levi Anderson's '58 MGA.



Mark your calendars for March 17th! Put on your green and come socialize with friends at the Black Sheep Bar & Grill for the annual St. Paddy's Brunch.


[1400 South Foothill Drive #166 Salt Lake City, UT 84108](https://www.google.com/maps/place/1400+South+Foothill+Drive,+Salt+Lake+City,+UT+84108)

[100 years of MG, decade by decade by Nik Berg 17 April 2023](#)

A century ago, the Oxford *Isis* newspaper carried an advertisement for a new car dubbed The Super Sports Morris.

Promising “*Real Speed, Real Comfort, Distinguished Appearance, Beautiful Proportions and Superlative Paintwork*” for £350 it was also the first known display of a simple, yet instantly memorable octagonal logo with the letters “MG” inside.

THE ISIS. November 28th, 1923.

The  Super Sports Morris

Real Speed
Real Comfort
Distinguished Appearance
Beautiful Proportions
Superlative Coachwork

£350 11.9 h.p.

Write us now for details of this new model or better still call in at our showrooms and inspect one.

The Morris Garages,
Queen Street Showrooms,
Oxford.

'Phone 942. Wire 'Auto.'

Printed for the University Newspapers, Ltd., by THE HOLYWELL PRESS, Ltd., Oxford, and published at 9 Alfred Street, High Street, Oxford. November 28th, 1923.

Cecil Kimber, manager of Morris Garages of Queen Street, Oxford, had recently received permission from William Morris to turn his practical family cars into something altogether more sporty, and this was the ad that announced the new MGs to the world—well Oxfordshire, at least.

Over the next 100 years MG would rise, fall, and rise again, passing through the hands of corporate owners from near and far. It would be championed by the Ford family, kick start America's obsession with British sports cars, but vanish without trace from these shores three decades later. Yet, even now the MG Owners' Club is the biggest single-make car club in the world, such is the fondness for the marque.

More recently MG has been reinvented into an award-winning budget brand, while the future holds much promise in the form of a return to its sports car roots.

As we await the arrival of the Cyberster sports car and the beginning of a new century for MG, let's fill a few moments charting the course of the last 100 years.

1920s



MG's first model, the Super Sports Morris, was road registered in August of 1923, with six cars being put together in Queen Street. Two years later came the brand's first foray into motorsports with "Old Number One," custom-built on a Morris Cowley chassis. Kimber scored a gold medal in the Light Car Class of the Land's End Trial, establishing a reputation for reliability. In 1927 MG moved to a new factory in Oxford and in 1928 the MG Car Company was legally registered.

1930s



In 1930 MG found its first American fan in Edsel Ford, who imported a yellow M-Type Midget. Over the course of three years Ford reportedly drove the car 27,000 miles around Grosse Pointe, Michigan, before lodging the little car in the company's museum. In 1935 MG's success was noted by Morris and the sports car company was bought out. By the time its factory's output was diverted to the war effort in 1939 18,664 MGs had been built.

1940s



The relief of peace was tarnished by the tragic death of MG's founder Cecil Kimber in a train crash in London. Fortunately, good news would soon follow as, in 1946, the 20 MG TCs were officially imported to the United States. One of those attracted the attention of California Jeep dealer Kjell Qvale who secured the distribution rights for the whole of the West Coast. In 1947 just 243 MGs were sold in America, but thanks to Qvale it would rapidly grow to become the company's biggest market. Thus began an American obsession with British Sportscars that is still healthy today.

1950s



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3/17/24 - St. Patrick's Day Brunch

[Black Sheep Bar & Grill 1400 South Foothill Drive #166](#)

[Salt Lake City, UT 84108](#)

- 1) Be over the age of 21 with documents to prove it
- 2) Be there at 11 am
- 3) Wear green

3/23/24 - Eureka Run

Details to come

TESTIMONIAL TO RON CHRISTENSEN

I joined the club last fall concurrent with the purchase of a modified 1977 MGB delivered last fall from Calgary, Canada to the Sinclair Station outside Park City and by pure coincidence at the same time the BMCU club was staging for a lunch in Kamas! I had been introduced to Ron Christensen through Roger Davis as a resource who could provide advice on MGB's. Ron proved to be extremely helpful in helping me find my MGB although he was suspicious of my purchase sight unseen out of Canada. But as is often the case in classic car purchases, logic was thrown out the window! I fell in love with the concept of a beautiful red MGB with a 3.4 Liter camaro engine!

I should have listened! Luckily, Ron was at the pickup and was quick to notice one of the shock mounts had sheared off and was left dangling under the front driver's side wheel! But this was only the beginning! Knowing close to nothing about the mechanicals of this vehicle, Ron took pity on me and agreed to take the car on as a project. Little did we both realize how extensive the project would become! As a hybrid vehicle, Ron uncovered a number of issues from fuel lines, mounts, electricals, fuel injection, loose differential, seats and the list goes on!

As a hybrid vehicle, Ron proved the perfect guy to effect the repairs! He combined deep knowledge of classic English cars with a distinguished pedigree as an accomplished race car builder and driver. To make it short he saved my butt! I cannot thank him enough for all the time and attention spent saving my MGB! NO ONE else would have had the band width to handle such an array of issues while maintaining patience throughout the process! The other great thing to come out of this was an opportunity to get to know a truly super human being with a great sense of humility and kindness! Ron has had an amazing life, from accomplished race car driver, artist, pilot and friend. A true "Indiana Jones" character! I consider myself lucky to call him a friend and look forward to meeting more of the accomplished members of the Club!

All the best,

Paul Morgan

Lucas Calendar 2024

Feb 10: Potluck Planning Meeting
 Feb 17: Tech Session
 Mar 17: St. Paddy's Brunch
 Mar 23: Eureka Run
 Apr 27: Ogden Canyon/North Ogden Divide
 May 25: Memorial Day Tour to Torrey
 Jun 08: Chalk Creek Run and Picnic
 Jun 15: Field Day
 Jun 29: Monte Cristo
 Jul 13: Time/Speed/Distance Rally
 Aug 10: Early Morning Mirror Lake Run
 Aug 24: Trappers Loop
 Sep 02: State Street Cruise
 Sep 28: Alpine Loop & BBQ
 Oct 12: Nebo Fall Color Tour & Luncheon
 Nov 09: Season End Dinner @ Left Fork Grill

Midweek Madness Drives: TBA

Watch the group site for email announcements

Don't forget impromptu events too. Tech Session anyone?

The **British Motor Club of Utah** welcomes anyone who owns or is a fan of classic British cars and trucks. Membership is free. If you are not a member and would like to join, go to our Contact page and let us know!

<http://BMCUTAH.org>

If you would like to attend any of our events, you must adhere to the following rules:

1. Show Up!
2. Have fun!

Please send ideas, suggestions, comments, articles, and/or photos for the BMCU Newsletter to the editor:

British Motor Club of Utah